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pany will bu CLOSED from the let to the Srd of July next, both days inclusive. SHEWAN, TOMES & CO., General Managery. Hongkong: 28th June, 1897.

PEAK CLUB N EXTRAORDINARY GENERAL A MEETING of the above CLUB will be held in the Club Promises on MONDAY, the 5th JULY, at 6 P.M. By Order of the Committee.

for use throughout Her Milesty's Navy. S. S. LONG. Hon. Secretary. Joints Manhole and Mulliols Doors, des, are also used on every Battleship, Cruiser, Gunbon, Perpedo boat, and Transport in H. M. Sarvice. Hongkong, 29th me, 1897 THE WANCHAI WAREHOUSE AND &c. INTERO QUALITIES. STORAGE CO., LIMITED.

NINTERIM DIVIDEND at the Rate Fifty Cents per Bhare) for the Six Months [ a34] ending 30th June, 1897, will be PAID, onapplication, to the registered Shareholders in the above Company, on WEDNESDAY, the

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 7th July, both days inclusive. MEYER & CO. General Managers

Hongkong, 28th Jane, 1897. BANKS. ET ONGKONG & SHANGHAI NANK-ING CORPORATION

RESERVE LIABILITY OF PROP'TORS \$10 1000,000 Cours of Directors ST. C. MICHARLSEN, Esq.—Chairman.

Hon. J. J. BELL-IRVING-Deputy Chamman. A. J. Raymond, Esq. C. Beurmann, Esq. G. D. Boning, Esq. R. L. Richardson, Esq. R. Shewan, Esp. G. B. Dodwell, Esq. R. M. Grav. Esq. N. A. Sieha, Fan. David Gubbay, Esq. Genald Slade, Esq. CHIEF MANAGEE: Hongkong-T. JACKSON, Esq. MANAGER Shanghal-J. P. WADE GARONER, Enq.

LONDON BANKERS-LONDON & COURTY BANK-ING COMPLET, LIMITED. HONGKONG-INTEREST ALLOWED On Current Account at the rate of 2 per Cent per Appum on the daily bulance. ON FIXED DEPOSITS. For 3 months, 24 per Cent. per Annum.

For 6 months, Si per Cent. per Annun. For 12 months, 4 per Cent. per Annum. Chief Manager Hongkong, 10th April, 1897 THE NATIONAL BANK OF CHINA LIMITED.

.£1.000,000.

HEAD OFFICE-HONGEONS. COURT OF DIRECTORS. 1 OHOW TUNG SHARU, Esq. D. Guarde, Em. LAND HOL CHARM, LAG. H. SAUCEBROUT, Esq.

AUTHORIZED CAPITAL

CHAO TI SHAM, Paq. Chief Manager. GEO. W. F. PLAYFALE. Interest for 12 Months Fixed ..... 5 % Hongkong, 17th November, 1993

CETHE MERCANTILE BANK OF INDIA £1.125.000 BANKERS:

LONDON JOINT STOOK BANK, LIMPTED. INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance. ON FIRED DEPOSITS :--For 12 months 31%

J. THURBURN Manager, Hongkong. Hongkong. 15th February, 1897. AUSTRALLA, AND CHINA.

THE CHARTERED BANK OF INDIA INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE LONDON,

CAPITAD PAID-UP

RESERVE LIABILITY OF SHARE-HOLDERS ..... 2200,000 RESERVE FUND. S. W. W. 4375,000 INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances.

On Fixed Deposits for 12 months ... 4 per cent. T. H. WHITEHGAD. Manager, Hongkong Hongkong, 8rd June, 1897. HUNGKONG BAVINGS BANK

FITHE Business of the above Bank is conducted by the HONGKONG AND SHANG-HAT HANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 34 PER CENT. per sunum. Depositors may transfer at their option balances of \$100 or more to the Homogono and SHANGHAI BANK to be placed on FIXED DEPUBIT at 4 PER CENT. per annum.
For the Honestong and Shangual

Chief Monager Hongkong, lat August, 1895

BANKING CORPORATION,

SEASONABLE WANTS.

PRICKLY HEAT POWDER PRICKLY HEAT PRICKLY HEAT LOTION. SOUTHALL'S MOSQUITO CONES (The cuty sure presentatives) Agents for the well-known Japanese Table Water

PANSAN?

FLETCHER & CO., THE PHARMACK, 23, QUEEN'S BOAD CENTRAL.

PHOTOGRAPHY. Because things seen are mightier than things heard,"

SAYS LORD TENNYSON.

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MAHAN'S LIFE of NELSON, 2 rels. 20,00 To day every little town has a "photographer," for a child can make a photograph, but it require LORD ROBERTS' 41 YEARS In practical experience and artistic skill to produce high class work. The best photographs have INDIA-2 rols. BORTNESS without being flats Perfect gradation of light and shadow.

> We claim that our work possesses all there qualifies. VIEWS OF HOROKONG AND NEIGHBOURHOOD Devrioring, Principa Ac., Tor Amatrum EWONG PANG.

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Mengkong, 21st June, 1297.

Davig as and Prices on application. Office, 47, QUEEN'S ROAD CHNTRAL. 1865

NOW READY. THRONICLE AND TRECTORY SAINA, JAPAN, COREA, INDO-CHINA BIHAITS NETHERLANDS INDIA. Blam. Philippines, Borneo, &c., &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY THE HONGKONG DIRECTORY

THE THEFT. FIFTH ANNUAL ISSUE, s found, as hitherto, more full and accurate time its predecessors. Royal Octavo - Complete with Maps and Plans Dp. 1,240, 57. Difectory only, pp. 872, \$3.50.

AND HONG LIST FOR THE FAR MAST.

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CHEMISTS BY APPOINTMENT Established A.D. 1841. MANUFACTURERS OF AERATED

OUR ARRATED WATER FACTORY is fitted with the best English Machinery, embodying the litest improvements in the trade.

the utuest Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on ad-

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a Last of Waters always kept ready in Stock :-

PURE AERATED WATER SODA WATER

LEMONADE

POTASH WATER SELTZER WATER

LITHIA WATER SARSAPARILLA WATER

> TONIC WATER GINGER ALE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerate | Waters, as such Bottles are never tree again by us.

A. S. WATSON & CO., LIMITED. THE HONOKONG DISPENSARY

Hongkong, 13th April, 1897. NOTIVE TO CORRESPONDENTA

Or Le communications relating to the name columns should be addressed to The EDITOR. Correspondents must forward their name and address with communications addressed to the Editor, not for publication, but a evidence of good faith.
All letters for publication should be written on one No enonginously signed communications that have treasty appeared in other papers will be inserted. writers for extra copies of DAILT PRESS should be sent be our II a.m. on day of publication. After that Avur the supply is limited. Only supplied for Cash Telegraphic Address PRHUB-A.B.O. Code. P.U Hoz. 20. Telephone No. 12.

MARRIAGE On the 19th June at Christ Church, Yokohama, by Rev E. | hampners Irwine, CHARLES G asy CONNERAM, late Royal Artillery Militia, second on of Major-General Herbert Coningham, Her Amiesty's Indian Army, to LILY RESECCA, eldest danghre, of william Bourne, of Yokohama.

At Shanghai, on the 23th June, CAPITOLING M. DE S.NNA, aged 51 years.

## The Daily Press

HONGKONG, JULY 3rd, 1897. THE Hon. F. H. MAY, in his report on the Fire Brigade for last year, ascribes the marked diminution in the number of fires after April to the increased rates of premia for insurance which then came into force. and to the conviction for arson of two Chinese partners and the benvy sentence of each. We notice that one of our contempornries has called in question the likelihood of the rates of premium having any effect upon the crime of incendiarism, of the ground that an unprinc Med scoundrel who mentit to set fire to his shop would not be deterred by the amount he had to pay for insuring it. It is a matter of common experience, however, that in countries where the standard of morality is low cherp insurance does as a matter of fact Hame, and they will also appreciate the kindly lend to an increase in the crime of conduction. Nor is it strange that this should be so. The man who plans out a scheme for enriching himself at the expense of the Insurance Companies is in the majority of cases a man of straw who has no great amount of ready cash available. "and unless he can get client insurance his scheme must full through. Then, again, the would-be incondury, is not always able to carry out his scheme, for want of a favourable opportunity, in which case he looks upon the ilmount he has paid by way of in surance premium as so much money lost: Where meneue rates are high and the preliminary examination stringent-and the two usually go together-men of this class are likely to be deterred from insuring, but where there is a cut-thrust competition amongst the Institute Offices and polices are issued at a low rate of premium and with only a restructory examination of the stock and premises, unprincipled memors the more ready to take we hance in the game, trusting that they may have an opportunity of applying the totals without detection. The risky, however, are great, and where detec-

tion takes place and legal proof is forth- whenever the slarm is given.

coming the consequences to the wronged are serious, as in the case mentioned in M May's report. The conviction in the care referred to could not fail to have a salutary effect on others contemplating the perpetration of a similar crime, and probably the decrease in the number of fires last year was due more to that chuse than to the increase in rates of premium, but the conjunction of the two no doubt made each more effective than either would have been standing alone. Having to pay more money to begin with, and twelve years' penal servitude as the result of the venture, would strike the practical mind of the Chinese incondinty as a game not worth the enndle.

Another point calling for notice in Mr. May's report is his suggestion for an improvement in the organisation of the Fire Brigade and in the traction of the engines. Unfortunately the auggestion is not set out in detail. Mr. May says he has already reported on how the improvements he suggests could be effected and his proposals have received the approval of His Ex collency the Governor. From this it would seem that a special report has been mad on the matter, and we would suggest that that report should be published, The efficiency of the Pire Brigade is a subject of the utmost interest and any wall devised scheme for improving our arrange ments for the extinction of fires would com mand public support. With the improved class of house that has replaced the flimsy structures of the earlier days of the colony the danger of having a whole district of the city devostated by fire is less than it used to be, and disasters such as those of 1866 The Parist Ingradients only are used, and and 1878 are, we hope, not likely to be repeated, but still the risk is one to provide against which the colony should be willing to pay a reasonable insurance premium in the form of a liberal provision for the maintenance of an efficient tire brigade. We hope, For Coast Ports, Waters are packed and however, that no scheme of reorganisation will be decided upon until after the fullest public discussion, for the subject is one in which everyone takes an interest and upon

> intelligent opinion. The following roply has been received by the British Consul General at Shanghai from Mr. Geo. Jamieson in reference to the congratulatory message sent him upon the occasion of his recent honour :- "Warmest thanks to all friends, JAMIDSON

which there are many people outside official

circles who are capable of expressing an

Mesers. John D. Humphreys & Son, General Managers of Olivers Prechold Mines, Limited. inform us that they have received the following telegram from Australia :- "Eureka 150 tons yielded half-an-ounce to the ton. Additional and improved milling machinery ordered as

The Hongkong Branch of the London College of Music has issued, in pamphlet form, a paper on "How to secure success in practical examinations" by Mr. Orlando A. Manafield The paper is a most interesting one and should be studied by all-instrumentalists and vocalists who desire to attain a high pitch of proficiency.

The Shanghai Freemasons having sent a congratulatory message to the Queou, through the Prince of Wales, on the occasion of the Diamond Jubilee, the H. W. District Grand Master, Bro. Lewis Moore, has received the following telegram in reply: - London, 26th June, 8.5 a.m. Secretary, British, American. Gorman Freemesons, Shanghai. Have submit ted your kind telegram to the Queen. (Signed) ALBERT EDWARD."

The arbitration of the Bennertz case was to commence at Shanghal on Wednesday last in Road, before Sir Nicholas J. Hannen, British Consul-General and Chief Justice, sitting with Tsal Tuotal. It seems rather strange, says the the China Gazette, and is no doubt conningly designed; by the Ulinese that the proceedings should take place in a Chinese building. It is indeed difficult to understand how Bir Nicholas I. Hannen reconciles the idea of sitting in a Chinese building with the dignity of his dual ffice. We should have thought he would have invited the Chinese Deputy to a seat in the Supreme Court, which would have been a much more satisfactory and surtable place for each an enquiry.

The space reserved for advertisers on the Diamond Year Art Supplements has been in such demand that Mr. Parker has now room for only five more firms. Immediate application by letter is now necessary for these positions. The additions yesterday were Mesars Culdbeck, Macgregor & Co. who show fac similes of their special brands, and the Accarius Co.; the Hongkone Steam Launch Co. and Mesers. Gordon & Co's oughneering works. Mrs. Stockhausen's dressmaking and millinery establishment. Miss Fairall & Co's dressmaking and millinery establishment, and Messrs. L. Martel & Co Views are to be inserted of Queen's Road East and West, the Prays, Queen's College, the Temple of the Goddess of Heaven and the Man Mo Tomple, the Tang Wah Hospital, Bonham Strand, and the Flower Show building. An interesting photograph has been presented by Kwong Bang of His Imperial wastery the Emperor of China visiting the Temple of

The Manager of the Chartered Bank of India Australia & China writes us as follows :- "It is with deep sorrow that we learned from our telegram this morning (2nd July) that Mr. C. E Hume, who left Hongkorg for Singepore on 17th ulto bu promotion, died to-day. Mr Huma twelve years' bard labour passed upon suffered for a day or two before his departure from an attack of fover contracted whilst sight seeing in Canton, but his medical man thought that the see voyage to Singapore would put him all right, as during his readence of eighteen months here to flad enjoyed excellent health and was a keen and successful athlete, having won the one mile foot race at the last Athletic Sports in March. His many friends will doubtless be grieved to hear of his untimely and, and the Bank loses one who was a distinct acquisition and a young man full of promise. We are not aware of the cause of death." The sorrow expressed by the Hon. T. H. Whitehead at this and event will be abayed by all who knew Mr. hon, gantleman's note.

> The imposition of the increased wheelbarrow tax at Shanghai has apparently passed over quietly, no news of any disturbance having been received. Full preparations were made however, as will be seen from the following paragraph, which we take from the China Gazette of the 28th June: - Chould any attempt be. made by the wheelbarrow coolies to create a disturbance on account of the anhanced tax which is to be lexied upon them from the lat of July, there is no doubt that retribution will follow if the arrangements that are now being made are carried out even to the point of the bayonet without any backing down. H.M.H. fumortalite arrived from Chefoo yesterday morning and authored at Woosung, and she is prepared to land a strong party of blue sekets and marines at any time, while the Daphne's men are under orders to be in readiness to only they don't advortise it." and at the liest signal. The blue lackets from the U.S.S. Monocucy and the Muchine will also be prepared to land man at once, as well as the Frencusorance Descries and the Japanese orniser Isukushi-kon. Captain Mackausie, the none is better than that of the discomiture of Sold Sterywhere, at 2. Ed. per bottle. Beware Captain Superintendent of Police has ordered a Tressilly official who was sent over from worthies influtions and substitutes. themselves to barracks and be in readiness, and for fuel in the Lord Chief Justice's Court Major Brodie-Clarke and the members of the He was shown into his room, and proceeded Volunteer Corps will be equally game for the gravely and formally to state his errand and to What was the matter?" Stage Manager: for the British merchant would become acoccasion to turn out if necessary. The French onlarge on the amportance of sconomy in the Volunteers (60 men) were paraded yesterday, matter of fuel. The Lord Chief Justice listand have been ordered to take up four positions. | ened to him very patiently, and then rang the

The M. M. Steemen Ernest Sambas, with the bear Franchiscall latt Salger Televier Motor

The P. M. steamer (silv of Rio de Janeiro with mails he, left San Francisco for this por via Honolulu, Yokohama, Koba, Inland Bea Nagasaki, and Shanghai, on the 26th ultime.

The Band of the West Yorkshire Regimen will play the following programme of Officers' Mess this evening :--March of the Priests from "Athalle" Mendelsohn. Overture ..... Die Zauberflote "Swedish Melodies" ...... Dunkler God save the Queen.

REUTER'S TLLEGRAMS.

SUPPLIED TO THE "DAILT PRESS." LONDON, July June, 1894 THE QUEEN'S JUBILEE.

All the foreign Princes and Envoys are taking their departure from London. THE BRITISH REVENUE. The revenue for the quarter shows an

creace of £1,500,000.

THE WRECK OF THE "ADEN The Daily News states that the wrock of the Aden occurred in a violent storm. bonts were lowered and awamped. The life boat, which got away amidst tremendous seas, has not been seen since. The Captain and other officers were washed off the deck. curvivors romained on the wrook for a week in frightful weather and with the scantiest rations, despairing of safety.

DIAMOND JUBILEE SUBSCRIP-

The Hon. Treasurer begs to soknowledge receipt of the following list of Chinese sub scriptions, supplied by Mr. Fung Wah Chuen. Already acknowledged ... \$29.845 On Wo Loong ....

Bee Lee ... Chu Lee Ngua Yu Cheone Hok Chan ... Cheong Fat Chu On Yee Wo Kwong Bang Tuck Kee Launch Co. Shiu Koo She Yu Man Wong Ngok Ting: Chan Pik Chuen Hang On Tal Ng Tan Shan Mak Ngan Wan Chan Hang Chun Boong Lai Sam Lau Bal Lok Yu Wei Pun Lam Yut Nam Tal Lol Chan

Woo Hoi Chau H. Skott & Co.'s Compredore Lau Lai Po Lam King Yin .. Lam Cho Po Kwai Mow ... Tai Shun Loong Chan Lok Hin Loong On Chan Yu Wo Cheong, Kobe' Lea Tick, Kobe Tung Tuck Lee

Wing Tung Tai On Wo Tai Mutsui Bussan Kaisha, Compradore's department .... Wing Hing Wo Wing Tung Fook Wing Shuen Wo Kwong Wo Loong ... Ting Shun Wo Shui Chee Tong Kum Lee Yuen... Man Sing Loong Yn Wo Loong .... Ki Mou Man Fook Sing

Chup Sang Lee Ching .... Ho Ping Kee ... Po Kin Yuen Wing Fock Cheong ... Seong Wo... Ching Kee Chan Tung Lee Chan Choong San Hon Sun Tai Loong ...

Wo Sun Fat Tong Hing Wo FOOK KUS Tang Hing. See Hing Loong Quan On ... Lwong Cheong... lang Shua Sang Tai King Wa ... Ying Fat Cheong Wo On Wa Loong Shiu Hung Cheong Wa Shing .. Kwong Lee Chaong... Loung Lai Ching Choone Lai Pun

Ngai bun ... See To Loung Kwong Wo Yn Kwong Cheon Kung Yee Tong Kwong Nam Loong Chun Choong Wing

Rut Cheeng Hing Shan Hank Kwong Chun Cheong Hau Shun Loong Man Hing Cheong Hang On Tai Yip Ching Wo. Wing Wo Cheong

Kung Shub Yven Les Yes Tal Onan On Wo Quan Cheeng Kwong Fot Yven Man Cho Wing On Cheong Sou Cho

Wing On Tong Man Cheener Tong Tin Wo Tong Wing On Chrong Wing Loo Ynen Po On Tai. Chan Yuen Tong Mon Tai-Chung Hing

Kwong On Wing Yan Hing. On Sing Wing On Wo Wing Sing Tang Mow Cheong Man Cheong Tong Lee Hop Kee Woo King Sze Tong Chan Chin Nam Bui On Wo

Knong On Cheong Lin Cheong Sau

Booker 1 1 600 by the posters that Fort. lights, the tragedian, travels under his wife. management." Decker: "So do most men.

\$31,128

Numerous are the stories told of the humony and roady wit of the late Lord Fitzgerald, but his men who are off duty on that day to confine London to complain of expensive expenditure MACAO.

THE THE PARTY OF T

FROM OUR CORRESPONDENT. Macao, 2nd June. Mr. S. E. Beston has taken change of th British Vice-Consulate in this colony, and Mi H. Goffe has been transferred. I believe, to Amoy. The Portuguese community is pleased

The steamer Hoi-on, running tween bore and Samshui, was caught by a terrible squall a fow days ago and lost her canvas awaing and masta. It is saids that it was a tornade that On Sunday-the-election of a Deputy to re-

present the colony to the Chamber at Lisbon took place. Everything passed off quietly and little notice was taken of the cocasion, because we know that our votes bere are worth nothing and that overything depends on Timor, so whatever the result of the election here it is not a real one. The real result will be known when the next mail arrives from Timor. The dredging of the harbour was commenced

on Saturday last. The contractor is using the dredger belonging to the Government and many boationds of mud have already been sent up the river. It is indeed a great pity to see the mud given away and sent out of the colony when i could be used to so much advantage here, for there are many parts where ground could be reclaim ed and turned to good use, either for building or for ornamental gardens. As it is, the goes to benefit Sami, a village some eight or ten miles from here, and in a short time this village, without expending a single cent, will have received a great benefit from our Government by having the area of its land largely increased. The dreiging committee should benefit of the filling in material should be reserved for the colony, instead of going outside. Furthermore, in that case it would be known that the mid was deposited in the proper place. that point; it is merely a matter of trust and nower of combination in matters of trade the material may be dumped where there is a which Chinese are so strong enable them danger of its being washed back into the har control the market and to render the business

followed out little by little as opportunity the British import merchant is confined When he had the money to make a road joining Green Island to Macao he did not lose time. but at once ordered the work to be undertaken according to Mr. Loureiro's plan. L air certain His Excellency hoped that his successors would follow out the same idea and carry out the plan gradually as muney became available. committee may yery well reconsider what now going on, because in the first instance the matter had to be out through hurriedly in order to bring the rote into the accounts of the prosent financial year, but now that the money has actually been set saids and is safe the details of

CANTON NOTES.

the scheme may safely be reviewed.

FROM THE "CEUNG NGOI BAN PO." The pawn-shops which went on strike, as slready reported, on account of the arrogant and extertionate behaviour of a Bangerman nomed Ku Tsun yang, resumed their business on the 28th ultime, the Bannerman having boon sentenced by the local Magistrate to six years' imprisonment and the officers having promised to do their best to put a stop to tuannevance baused by the Banner people. The Viceroy has memorialised the Throne stating how unruly the Banner people have been intely Owing to the late heavy rame, the West Liver

in Namhoi. Suntak, Sameni. Sanoi, and Hokshan districts is ten feet higher than usual and the rice crops in these limitable have been damaged. The streets near the river in Canton are flooded at high tide. A village in Si-oi district has suffered the most. A good many houses have been destroyed and rice crops and fruit trees have been badly damaged. A long continued drought has

fears are entertained that the crops will full if rain does not soon make its appearance there. The natives are deginning to pray for ruin. As the number of destitutes in the Home for the Bland and the Poor House, which are subported by the Government, has largely increase ed the sum allowed by the Government for the maintenance of the institutions is not sufficient to defray the expenses. His Excellency the Viceroy has therefore given ten thousand

dollars out of his own pocket to aid the eatablishmenta As the price of rice in Canton is exceedingly high, the Sin Han kuk Charitable Institution has obtained permission from the Government to send two gunboats named the Full-Pou and Nam-mo to the provinces of Hu-Kwang to convey rise back to Canton for saie at low

CORRESPONDENCE.

[We do not hold cornelves responsible for the opinious expressed by our correspondents.] PEAK CHAIR COOLIES.

TO THE EDITOR OF THE "DAILY PRESS." Sin.—On three successive evenings between and 8 p.m. there have been no chairs for him at the Peak, presumably because the weather has been wet and windy and it doesn't suit the comfort of the modles to turn out under such conditions. This is the costomary state of affairs with these mon. Given fair weather they will deign to carry you, but the moment things become ancomfortable they retire to quarters. In one sense one cannot blame them but on the other hand they undertake a public service, they use the public roads as a means of livelihood, and should therefore accept, the bad with the good. Any way, if they don't to work in bad weather I would suggest Authorities interested that there are plenty of men -who given -the opportunity, would cheerfully do so. I imagine the Peak chair service is erranged through some contractor or "farmer, and that individual energy here. as olsowhere in the Colony in the matter of chairs and rickstes, is quashed by the middleman, who receives the licenses and lets those out at exorbitant rates to the poor wretches who do

Posnibly the Peak coolies, as in some other districts, share equally the miserable pittance allowed by the Larmer, and this may account for the indifference with which they regard a fare and their reluctance to carry any but those bound for the ligure Austin Holel and other short distances. There is something wrong somewhere?

fares are good and plentiful and yet the service is bad beyond description. The men are. continually changing; so much so that I believe a coolie rarely stays at his work more than a month. There ought to be a commedious and effective shelter to protect the men and chairs from the heavy rains of summer. and bitter winds of winter, and if, as I suspect, the profits of this harative business are lining the nockets of a middleman the scoper the Government take steps to encourage individual enterprise amongst the men of he chair and ricksha persuasion the better it will be for all concerned -- Yours truly. PEAKITE

Hongkong, 2nd July, 1897.

For the past quarter of a century there has been one continuous flow of letters bearing testimony at the truly wonderful emes effected by Clarke's world famed Blood Mixture "the finest Blood Purifier that science and medical skill have brought to light. Sufferers from Scrothis, Scurpy, Eczems, Bad Logs, Skin and Blood Dississ, Pimples and Sores of any kind are ecliphed to give it a trial to test its value

Tacker "That sellors chorus was aw! "The tare couldn't got the right pitch."

OHANGES IN THE CHINA TRADE CHINESE MONOPOLISING THE IMPORT

TRADE. MERCHANT VERSUS COMMISSION AGENT

We take the following interesting review of the chinges taking place in the China tra from Mr. Byron Brensn's rocently published Although eighteen ports are open to the com-

mores of the world, the importation of goods

into China from Europe, the United States

and India, almost entirely takes place through

the British colony of Hongkong in the sou

and through the treaty port of Shanghai from these two great entrepots of the rade all the other ports are supplied. Hong kong supplies Foochow, Amoy, Swataw, Can ton. Heibow, and Pakhoi; while Shangha satisfies the wants of the six Yangtze and the three northern ports. It is at Hong cong and Shanghai that are established British firms that supply the China market. At the other ports, or the "outports" as they ere known in the China trade, the Hritish merchant, and the foreign merchant generally. cessing to exist. At only twelve out of the courage foreign merchants to become disighteen ports are found British subjects enfour are any British subjects interested in the laise confer the same privileges on the Chinese as import trade. As already explained, the Chi- on our own countrymen and that the right of nese trader finds himself in the enjoyment of all the commercial privileges conferred on for merchandise irrespective of awnership. eigners by the treaties. According as be lives principle indeed the Chinese Government in the north or in the south he can proceed to Shanglai or Hengkong to lay in his supplies. China between a right conceded to a Chines He prefers the larger choice which he finds in these places; be has all the financial facilities Lis diffident about claiming rights conferred which the well organised Chinese banking sys- him by foreign treaties when the exercise o tem affords him; he can travel more chesply these rights is displeasing to the Chinese than his foreign rival, and his establishment at the treaty port cost; bim much less to keep Tho foreigner has no such fears; he of the outports on cheaper terms than the and property; and if his goods are illegally the native has still further advantages in disposing of his goods at the treaty ports. is in touch with the up-country dealers, and knows the standing of the people he is dealing with : he is able to obtain information about whereas now no certainty can be entertained on | markets which the foreigner eaunot; and the

bour. There are many places in the colony of their foreign competitors unprofitable. that require filling in seconding to Mr. It may therefore be stated that with Loureiros plan, and this plan should be few insignificant exceptions, the business offers. If the Committee wait for the time Hongkong and Shanghai, and that from when the plan can be undertaken all at once | these entrepots the further distribution of in its entirety, the time will never come, | merchandise throughout China is entirely When a little money is available, a little bit I the hands of Chinese. Once the goods have of the plan should be carried out. In this left his warehouse in Hongkong or Shong! respect senhor Boria set a good example. the British importer has no longer a directinperest in their fate. He doubtless wishes then well, because the greater the consumption the better for his business, but such remote interests do not incite him to spend much time or money in clearing the way for British manufactures which have ceased to be his property And yet this is a service to our British indus tries which he alone can render. Chines raders are powerless to remove obstructions which the rapualty of their rulers may put their way. To lodge a complaint against his own officials is fraught with so much danger recourse to such a step is never attempted. to bring a case of extortion to the notice of British official on the ground that the goods concerned are of British origin would mean the

rain of the ill-advised Chinaman The import business at Shanghai is als undergoing a change, not exactly in the same direction as that which has taken place at all the other treaty ports. At these, as already explained; the Chinese dealers have displaced the foreign merchapt; and dispensing with the services of any foreign go between they obtain heir stocks at Shanghai or Hongkong. Shanghai the tendency is also for Chinese import on their own account, but the business still done through the agency of foreign merchants residing at the port who in their Shanghai offices make contracts with Chinese for goods that are still lying in Manchester or other European centres of trade The local foreign merchants are more and more easing to be merupants in the true sense of the word; and rather than take their chance of the market in China prefer to settle their terms before the merchandise leaves Europe. Of the textiles imported from England and America na much as one-half is specially indented for under instructions from Chinase dealers and the foreign firm through whom the order has been sent abroad has no interest in them on arrival, except as security for the pay ment by the Chinese principal. The Chinaman gives his order in Shanghai, takes his risk of the exchange and of the market, and awaits the arrival of his goods. It was customary, not long ago, to sattle the exchange with the banks as soon as the order was booked, but of

late, since the fluctuations is exchange have peaced to be so great. Chinese have shown disposition to take their chance of the exchan as part of the risk which a merchant has to run. The gambling element in this has some attraction for the Chinaman, but it has also been found that the silver price of the good follows any marked rice or fall in exchange, so

that the risk is more apparent than real. Of Laucashire goods imported into Shanghai one-half arrive in this way already contracted for to the Chinese, and one-half are received by three or four large importing firms for their own rick ; but in other goods the proportion coming entirely for the account of the Chinese is much larger. Cotton and woollen goods spart, about 75 per cent. of Changhai fereign imports arrive wholly on Chinese account.

It thus happens that the Chinese in a greater degree than the British merchant feels the immediate effect of any infraction of the commoroial clauses of the British treaty; but the Chinese merchant's voice omnot make itself heard to the same effect as that of the more independent foreigner, and treaty infractions are thus allowed to endure without attracting much attention, or at any rate without any serious effort being made to set matters right That a cortain amount of apathy follows, resulting in stagnation, is natural, for the desire to find new markets and to push sales which would animate the holders of large stock of unsold goods is not to be looked for in men who have already secured a purchaser. The profitable disposal of his own merchandise is to any man a more powerful incentive than the gameral norease of a trade in which he may not after Il become a participator : so the merchant with warehouse full of unsold goods is more likely bestir himself and find an outlet for vares, and to make himself heard if he meet with obstruction, than the man who is alread assured of his prolit of his commission, and has no stake in the ultimate disposal of the merchandise that has been contracted Trade of course, must be conducted on the

lines that best suit those sugaged in it, but the change in the methods of business that is taking place dows not bode well for the expansion trade, which in China can only be looked for from the activity and energy of foreign merchants, supported and stimulated by their own Governmenta. From the agitation of Chinese dealer nothing is to be expected, for the simple reason that he dare not agitate. It is even a diffi ult matter to ascertain from him the amount levied on goods between a port and an inland market; he fears, and with good reason. that his officials will vent their displeasure on pardise their private gains; and he is also upwilling to take any step which, however sure to result in an extension of trade, they at the same time diminish his own shere of it. at first sight seem immaterial whether the disnot found it profit ble to be themselves the

the interior. The Chinese distributor has to then the advantages to us would be far reaching. Dast. quainted with the difficulties that beset our goods, he would resist illegal taration and He Tt must be dreadful when a pro- verguous detention, and he would be keen to is the largest telegraph office in the world

shant as he is in well-ween grapes, never thinks of striking out in a new direction At the treaty ports where the netive and the foreigner ore on the same footing in can be understood that the native can more than hold his own, but when it

comes to sending goods to inland markets it might be supposed that the question of ownership would tell in favour of the foreigner for beyond the treaty ports the functions of the honestly managed foreign customs coase, and trade finds itself at the mercy of the rapacious and corrupt native official. Undervour treaties a British merchant may

av down his merchandise at the door of

concumer in the Empire on payment of certain

duties. The payment of an import duty of a per cent, and an inland duty of 24 per cent, or 75 per cent in all, should lay down our goods anywhere. It is, however, certain that, except in some favoured localities where the tax ratherer finds it unprofitable to establish himself, the law abiding Chinese trader never succeeds in putting his goods or the market on these favourable terms. The difference, then, between the amount of duties the Chinaman has actually to pay, and of the duties which the foreigner ought by treaty to pay should be the margin of profit in favour of the latter, and one sufficiently handsome to entributors. It is true that the treaty clauses raged in any sort of trade, and at only three or | bearing upon the inland trade in British goods commutation of inlend taxes apportains to the conceded this, but there is a vast difference in and a right conceded to a fereigner. The native officials with whom he comes in contact ap. He can thus lay down his stocks at any at any rate feels seems in person letained or surcharged his loss can be appraised

in money, and the intervention of his Consul should lead to reparation. How then is it that the wants of the distant Chinese consumers are not supplied by foreign merchants? There are three reasons: One that the trade would combine ugainst the foreigner, and that men of small capital could not carry on the fight; another, a lack of feeling of enterprise which it is necessary nossess and exercise before the connections in the nterior can be formed; and still another, the mis givings which fill the minds of British merchants lest they should not receive adequate support and protection from their own authorities when they are in difficulties, an apprehension that hey will be left to shift for themselves, and that the British authorities will allow them to suffer unjust losses. It is this sense of inscenrity that has discourged our pioneers at the treat norts, and caused the British morchant to keep dear of any ventures except such as from his own experience or that of others he knows to oo not only legitimate, but also safe. A merchant is but a missionary the latter

persists in his efforts = spice of every chabruntion and disappointment. If in his quality of British subject he suffers wrong, he seeks redress, but his failure to obtain it does not deter him from continuing in his self-imposed task.

It will probably cause surprise to learn how I he scenes at the time of the foundaring are few British merchants now exist in Calna. In Shanghai there are 80 British firms, Jarge and small; at the outports the list is as fullows :--

Number of Outports. Newshwang. Tientein Chefoo Churcking Ichang. Kickiang Chinking Foodbow. Amor BWALOW: Canton .. Hothow .

Pakbui-

agents. If the firms which are solely interested in ten are excluded, then the number is indeed Insignificant, and vet it is on these that we have mainly to rely for the extension of our trade. Chine as a qualomer of ours capnot buy unless she has something to pay with. It has often been pointed out by those who study trade statistics that China bays as much as she can afford. In the long run an increase of exports means an increase of imports but it has to be semembered that the Uhinese producer does not seek a market for hig goods in foreign countries; he stays at home till a purchaser comes to him, and it is doubtful whether a single article has ever found its way to a foreign market through the enterprise of the Chinese merchant: If the interchange of commodities between East and the West is to grow, it is the western merchant who must discover what more the Chinaman has to give us in exchange for our manufactures. The itiative must come from our side, and until we can take more from China, and must not be expected to take more from na.

The increased purchasing power of gold in: silver-using countries now makes profitable the exportation of many articles of Chinese produce which were neglected before. The custome comment of the year 1990 a list of 50 articles exported to foreign countries, of a value of 76,333,000 taels, and sum up the rest as sandries, valued at 1.544.000 table. In 1895 these same 50 articles represented 129.355,000 tacls, and the sundries then had mounted up 13,938,000 tasts. While the principal staples had increased 70 per cent... the sundries had increased 800 per cent. Once an article becomes a constituent of the export trade, the Calmman may be tracked to bring it to a market; but it is for the foreignes to a disolver what kind of produce is suitable, and then introduce it into the trade.

The export trade from China to Enrope and America, unlike the import trade, has shown no tendency to pass out of foreign hands Occasionally, but so rarely as not to be of any importance, the Chinese dealer will be per maded by the foreign merchant to retain an interest in produce consigned to a foreign market; but the results are usually discours ing, and the Chinese are too distructful leave the sale of their merchandise in foreign markets to a fereigner, whose proceedings they have no means of checking. But a though the xport truis remains in Joiolky about a cubico of another kind is noticeable. Where years ago a few large firms with large capital bought China's products and sent them to Europe on their own account, there are now many small firms who receive orders from Europe by him if he supplies information which may jee. telegraph, and who falfil these for a small commission at no risk to themselves. The talegraph and banking facilities have made it unnecessary to possess capital, and the basiness of the export merchant in China has in 13.61 In taking a broud elew of commerce it may a great measure changed into that of the commission agent. One of the consequences tribution of our manufectures throughout China of this is that the commission agent who is in the hands of Chinese or of our own is buying on a limit, and who receives merchants; but under existing circumstances a commission on the amount of the involce. it is to be regretted that our merchants have burn on the best terms be one at the treaty. port, but has no personal interest in the predistributors, and thus retain an interest in the I vious treatment which merchandise has exgoods until they have reached the consumer in perienced at the hands of the tax-collector, and does not feel disposed to angage in the intersubmit without hope of redress to the extertions | minuble disputes which an attempt to profit by of all the tax offices he may encounter on his the treaty etipulations affecting the inland journey, whereas the foreign distributor might | transit of merchandise would lead him in occesionally obtain redress, and our manu. Were he dealing with his own money, and was factures in his hands would be allowed to cir. I every dollar saved in taxes a dollar in his own culate more freely. But, as explained already. | pocket, he probably would try to bring this the outport is no place for the foreign import taxation down to the legal minimum; but in merchant, and he cannot profitably take part in I filling an order he now takes what the local the work of distribution. Were it otherwise | market offers, and makes no research into the

The General Post Office building, London discover new markets and to introduce new There are over three thousand operators one wish in the Brench Consulete, the Municipal less and when the percent appeared, said: festional singer knows she has lost her voice." discover new markets and to introduce new There are over three thousand operators, one Hall, and the Esst and West police stations. The hard the man has come about the She: "But it is still more dreadful when she goods. As things now are, this is all left to thousand of whom are women. The batteries. the anenterprising Chinaman, who, astute mer, are supplied by thirty thousand called

FIRE FOONDERING OF THE "BRI HOVE ANN." AMERICAL OF THE SURVIVORS AT

MINGAPORE. Singapore, 22nd June. There is no further telegraphic news from Azlaces regarding the terrible disaster to the steamer Sri Hong Ann, though a rumour is current that a steamer going north about the time of the dispater was able to pick up about twenty natives, either passengers or crew. Unfortunately, it is pretty certain that Mr. Allen, the phief engineer, has been drowned as one of the survivors says that he saw dead body in the water after the vessel had sunk. At the time that the violent equal struck the steamer, the chief engineer was below. He immediately rushed on deck, but was not seen again alive. If it be true that another vessel has been able to pick an others of these who were thrown into the water, the total mortality may be considerably reduced though, in any case, the loss of the Sri Hong Ann will rank as one of the most dreadful

nazitime calamities of recent years in these Captain Rawlinson and a number of the survivors arrived this morning, at daylight, in the steamer Acte, which brought them from Doll, where they had been conveyed by the Dutch steamer Reynet, which was fortunately easing the scene of the foundaring not long ifter the Sm Hong Ann was struck by the souall. The number of raved, so far an is at present definitely is known, the Captain, the second engineer, sixteen of the crew, and, of the passenger a 28 Malays, 10 children. women 6 Chinese, I Japanese and Kling, moking a total of 53, all told. It is to be hoped that this total will be materially neressed by some further report of others being picked up, which is not unlikely, as the see was strewed with floating baggage and dook material. which proved the salvation of many of these who have to day arrived. A representative of the Straits Times in terviewed Captain, Rawlinson, shortly efter this morning -- Line contain still suffering from on exposure of nearly two hours in the water and the anxiety

and abook recommily attending the disaster. In reply to enquiries, he said that the Sri Hong Ann left Bingapore on Friday afternoon, about five o'clook, and that all went welluntil half-past four on the morning of Saturday. An hour before that time, the rea was perfeetly calm, and the moon was ahining serenely in a clear aky Then, it became thick and threatening. Ulouds came up from the North West; and after going for some time at half speed, the order was given for dead slow. The ressel a head was put to windward for time, but, as Malacca was approached, the course was steered for shore. This was about ten minutes past five, as the captain hoped to make Malacca by daylight. Five minutes later. very heavy squall struck the eteamer and almost in the time that it takes to write it the vessel heeled to port and shipped a heavy sea. netantly the pessengers and their baggage followeded suit, and, with the whole weight on the upper deck suddenly transferred to the windward side of the ship, and with a furious squall raging, the vessel was on her beam ends, and could not be righted. The chief engineer came on deck, and told the captain that the steamer was rapidly filling, and there was no hope for her. After that he was not seen alive, and merchant as a man of business has to it is difficult to believe that he could have been look to practical results. He derives little | saved Captain Rawlinson Found himself in satisfaction from being assured that his com- the water he was on the bridge at the time of plaint is well founded, and that he is entitled the accident and he at once struck out from to reparation; he looks at his chances of obtain the fast sinking ship in order to avoid the ing reparation, and if, as frequently happens, suction. He secured a box and, with the second he sees that these are remote and that his engineer hung on to it until the Reynet hove officials can do no more for him than, address in night, and rescued them with the other futile remonstraces to the Chinesa authorities, persons also supporting themselves in the he retires from the approfitable business and water. These were than conveyed to Dell, as instead of sponding his time and money in already stated, and were treated with the upholding treaty rights, be devotes these to greatest kindness, as they were also by the other purposes where the prospects are more | Captain of the Hebe, which brought them to

> little time was given for those on board to realise the nature of the catastrophe that many must have periahed almost unconscious of danger. The men in the engine room could have had little opportunity of effecting their escape, and were drowned like rate. In fact, few escaped who were not on the bridge or the upper deck; and they escaped by a fortunately ample supply of floating material. Of course nothing was Captain Raviluson had a very narraw escape At the time that be was precipitated into the water, he had on two coats and his Son Woster. and during the first quarter of an hour, the weight of these sodden garments was almost too much for him: He was able however. with the argistance of the second engineer. to divest himself of most of these garments. and he then felt much less exhausted, though the heavy seas put a severe strain on his arm while hanging on to a very small brass handle of the box, importy no charks made their

> described as particularly harrowing; but so

ppearance, though the waters of that part of he Straits have an unenviable reputation. for barbouring great builders of those am A fortunate escape is reported from Singapore. A European employed in the Government service in Perak was to have returned by the Bri Hong Ann and went on board to secure his cabin. He found, however, that he could not meanre a berth on the bridge; and refused take a cahin on the main deck. He, there-

One of the Chinese saved made his escape rom the cabin window as, on being aroused, he found that the door was jamued. There is unhappily little doubt that Mr. Anderson and Mr. and Mrs. Perciro, passengero. have been drowned. Mr. Auderson was alcoping in the bridge cabin, but the captain does not remember seeing him after the squall strock the steemer. Mr. and Mrs. Pereira were sleeping on the main deak in the cabin of the socon An official enquiry will be held here. - Straits

ore, remained behind.

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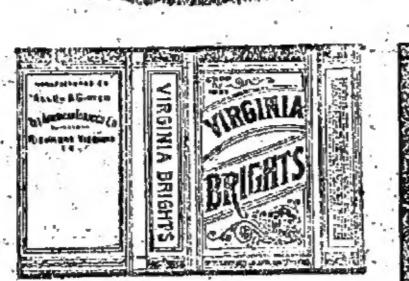
No. 31, WYNDHAM STREET, Hongkong.

INTIMATIONS.

NOTICE is hereby given that THE AMERICAN TOBACCO COMPANY, a Corporation organised under the Laws of the State of New Jersey and doing business at NEWARK in the said State; New York and ROCHESPER, State of New York; Dunmam, State of North Carolina; RICHMOND, State of Virginia; and BALTIMORE, State of Maryland, all in the United States of America: TOBACCO MANU-FACTURERS, intend to apply to the Governor of Hongkong, in accordance with the Ordinance robiting to TRADE MARKS in force in Hongkong, for the registration of 22 Trade Marks, representation of each of which appears below, in respect of SMOKING TOBACCO. CHEWING TOBACCO, CIGARS, CHEROOTS, CIGARETTES, and SNUFF.

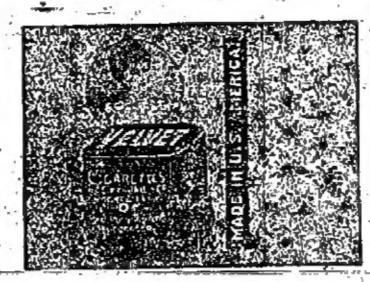


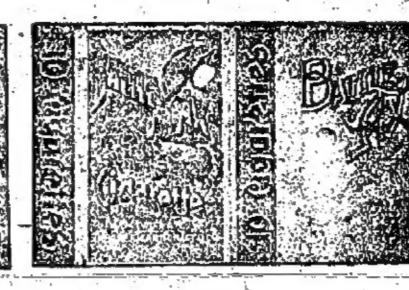


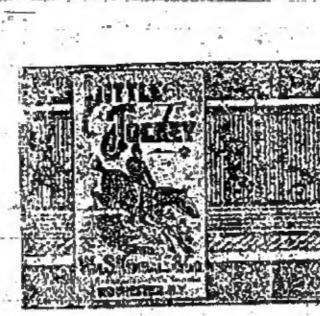


MILD & ECTEA FIRE

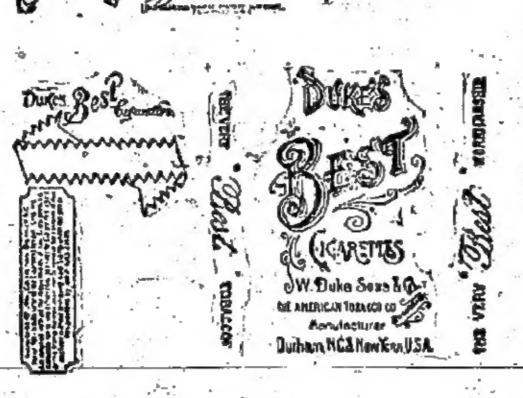
SMOKING TOBACCO.

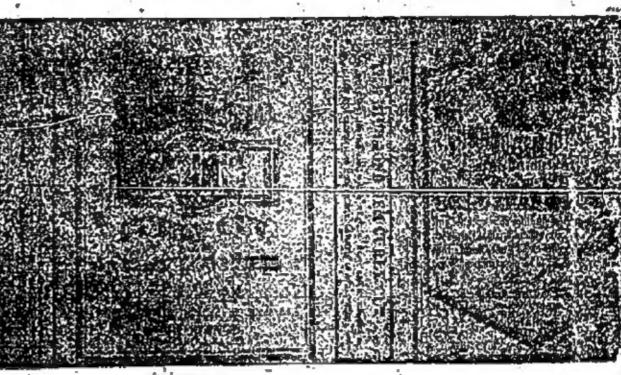


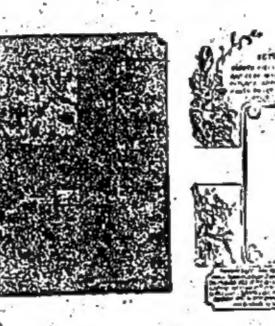














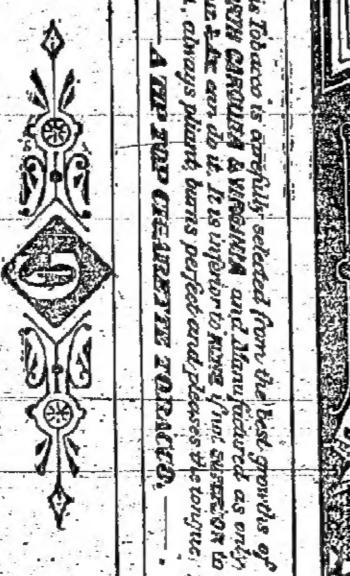




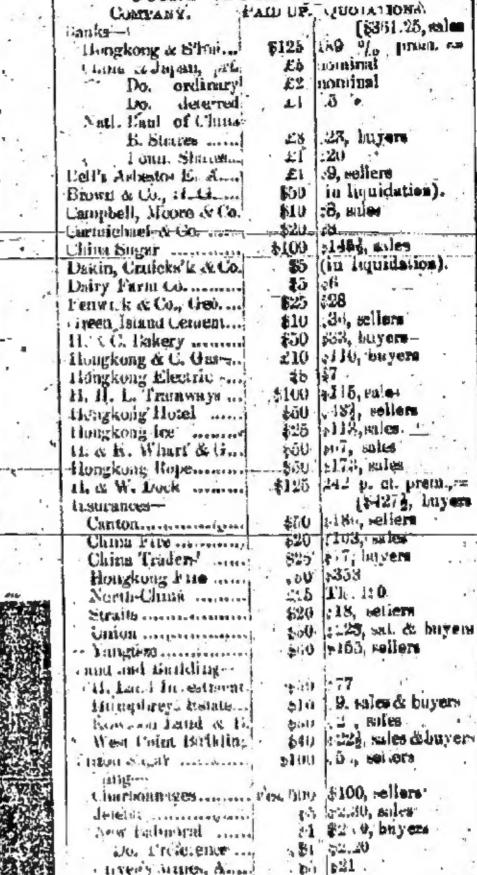












COMMERCIAL.

QLOSING QUOTATIONS.

Kank Bills, on domand ......... 1/11

Bank Bills, at 4 months' sight ... 1/1112

Bank Bills, at 30 days' sight ..... 1/11

Crodits, at 4 months' sight ..... 2/0

Dogmentary Bills, 4months sight 2/01

Bank, on demand ......161

On demand , pm.

On demand ..... 1 % pm

Soverstons, Bank's Buying Bate ... 9.99 -

JOINT STOCK SHARES.

EXCHANGE

ON LONDON .--

ON PARIS.

ON GERMANY.-

ON BOMBAY

ON CALCUITA .-

ON SHANGHAL .-

ON YOHOHAMA.-

On demand

ON SINGAPORE .-

ON MANILA .--

ON NEW YORK.

FEIDAY, 2nd July,

840 1:22 sales &buyer plan , D , sei ora P'est Ding \$100, sellers 11 \$2 . 0, bny eze bi \$21 51 2.25, sellere De. (Preference). 33a. 10.1. (23), sales teamship Coys. think and Manila ... China-Matual: Ord Do Pref. Dong! is S. F. Cu. H., Canton and di ...

£10 £7, buyers \$15 8351, sal. & buyere Indo-tima b. A. \$377 \$49, buyers \$16 \s12\}, buyers Vanchai Wareh'se Co. douten & Can A. to ... J. V. Y. VERNON, Broker. OPTEM.

13-1272, huyess

1.1 Kir, sellers

New Maiwa (this year's) \$750 with all ance of 5 ctt's New Malwa (hest year's) \$180 2 to 14 Old Malwa (3/5 years)... 2800 0 to 22 

THE WEATHER.

1	CHINA LOAST METEOROJAXIICAL	-
	Foret Fahr. Weather Pour Pour Pour Pour Pour Pour Pour Pou	Eain, last
	Władivostock	·
* 41	Kocht Nagasaki Ragoshima Gutziaff Sharp Peak 29,79 76 91 R 5 c Amoy Swatow 29,74 78 B 2 o	

Victoria Peak - ENE 2 od 89 E 541 211.44 78 1976 8J 91 HSE 2 0 N2 81 W8W 2 0 1 29.54 Whadire teck. Jugusaki ..... Kugushina Gittzlaff .....

01 NW 4 b Sharp Teak Shiller W. ..... Canton ...... 29.75 78 66 ENE 5 oq Hongkong Victoria Peak Gap Rock ... 29.71 - ENE 5 -ECEO ..... Haiphong ... \$9.70 Bolimac ..... 29 \$1 | 79 | 91 | KSE 2 | B Vapila ..... On the 2nd at 11.5 a.m. The depression appearante have moved Westward to the S. of Halphong, where the baremeter has since risen very quickly. In Hongkong the baremeter is

again inclined to fall, and enother depression is probably form ing in the N. part of the China Sea to the to theward of the Colony. Pressure is apparently abnormally high over Control China and gradients are sleep on the B. and FE. constraint Forcett -Strong NE. winds; threatening, squally with

HOZ	HOZOKONG REGINTER			
1	day 4 p.m.	ot 10 s.m.	Un da	
Haromoter Temperature Humanity Direction of wind	99.71 77 67 ENB	78 56 ENE	20.07 79 68 ENI	
Highest open sir	temperature	on the lat		

- F. G. FIGG, Acting Director. Hongkong Chestratory, 2nd July, 1897.

MESSER, FALCONER'A Co.'s REGISTER, 2nd July. Sarometer 9 A.M. 29 71 Therm. 9 K.M.; We bulb . 73 Carometer 1 P.H ... 20.69 Therm. 1 P.M. (Wet bulb) 73 Garometer 4 P.H ... 29.65 Therm. i r.M. (Wet bulb) 73 Chernon BAM. 78 Cherm, Maximum over--HONGKONG. TIPE-TABLE.

3rd to 9th July. BION WATER. LOW WATER

Day o:	Nontin	Hough ong Mena Time.	Relgib	Hongkong Maa Timo.	Holgh
Set.	3	in 0 18 in 10 27	ft. in.	h m m 8 48	it. in.
San.	4	m 0 43	1 10	D 4 24	1 0
Mon.	5	m 10 8 m 1 19 m 1 54	5 0 5 0	n 5 15	0 11
Tues.	6	to 1 47	2 4	7 50 s	0 11
Wod.	.2.	10 2 Eg	5 3	8 29	0 11
Thurs	-8	m 3 12	8 9	10 9 4H	0. 1
Pri.	0.	3 2d 2 4 - 3 5 8	2 3 8 9	9 10 a 11 56 9 53 a	0 10

tidal observations of 1887 and 1888, as 5.87 feet above zero of the tide-gauge at the Kowloon Tidal Observatory; and the Lower-water Ordinary Spring-Tides, to which datum the heights in these Tables are reserved, as 5.87 feet above zero.

The heights in the Tables marked with a minus rign (—) are below Lower-water Ordinary Spring-Tides, and should be aphtracted from the constant given above.

VESSELS EXPECTED.

THE PRENCK MAIL The M. M. eteamer Ernest Simons, with the French mail of the 4th altimo, left Saigon. on Thursday, the 2nd instant, at 5 a.m. or d may the expected here on or about Mondays the 5th instant. This Packet brings replies to letters despatched from Houghong on the

28th April. THE AMERICAN MAIL. The P. M. steamer Peru, with the American mail of the 8th ultime. Ir , Yokohama on Wednesday, the 30th altimo, at daylight and may be expected here on or about Timraday, the 8th instant.

The P. M. steamer City of Rin de Janeiro. with mails, &c., left San Francisco for this pert. via Honolulu, Yokohama, Kobe, Inland Sea, Nagasaki, and Shanghai, on the 26th ultimo. THE CANADIAN MAIL The C. P. steamer Empress of Japan, saile'l

from Vancouver, on Saturday, the 26th ultimo, for Yokohams. THE INDIAN MAIL The steamer Lightning, from Calcutta, left Bingapore for this port on the 29th ultimo. MERCHANT STEAMERS.

The "Ben" Line steamer Benalder, from Antwerp and London, left Singupore on the 26th ultimo, for this port The P. & O. steamer Managen left Bombay for this port on the 17th ultimo. The N.P. steamer Pathan, sailed from Tacoma-W., on the 20th ultime for this port via Japan

The Austrian Lloyd's steamer Marquis Bacquehem left Kobe for this port on the 25th The "Rickmers" Line chartered steamer Cassius, possed the Suoz Canal on the ist ilt., and is due at Singapore on or about the "hat

The C. M. steamer Moyune, from Glargew and Liverpool, passed the Canal on 10th alt. and may be considered due at Singapore on or about 29th ultimo. The C. M. Chartered eteamer Chingwo, from Swansen, Glasgow and Liverpool, left Singapere for this port on the 29th altimo, and may be expected here on or about the 5th instant.

The D. D. E. steamer Krienihild, from linmburg, leit Singapore for this port on the Sothultime, and may be expected here on or about the 5th instant.

The steamer Ningchow, from Swausen, Glas-gow, and Liverpool, passed the Canal on the 25th inst. and may be considered due at Siugapere on or about the 12th instant. PASSED THE CANAL OUTWARD - 1st June - Maria Valerio. 4'

June-Annandale, Milne, Lennoz. Bih June Niebe. 11th Juna-Java, Deno.ishire. 15th June-Diomed, Prometheus. 25th June Benlomond, Ceylon, Salucio. Trene, Oldenbury, Innerdale, Del Joseph (1).
29th June-Aglaia, Energia, Medinsa. Homeward-25th June-Glenoyle, Surpelon, Vindobona, Yarra, Cores, Helans Richmers, 29th June -Gisela

POST-OFFICE NOTICES

The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is corrected to a much later hour than that given below.

PEAR DELIVERY cluses at Peat Office at 11.30 Sm. and 3 p.m. or in Letter Boxes in the Cars by 12 and 3.30 o clock Trams, Letter Boxes at Peak will be cloured at 12.50 and 4 p.m.

For Manile. Per Pectan, to-day, the 3rd instant at 11.30 a.M. For Manila. - Per Yuensany, to-day, the 3rd instant, at 3.30 P.M. For Singapore, Penang and Bombay.—Per Letimbro, to-day, the 3rd inst., at 5.30 P.M.
For Shanghai, Newchwang and Will livestock .- Por Glenturet, to-day, the 3rd inst,

For Kobe and Yokahama. - Per Glenavon, today, the 3rd instant, at 3.30 P.M. For Swatow, Amoy and Tameni.—Per Hat-mun, to-day, the 3rd inst., at 5.00 P.M. For Hollow and Pakhoi.—Per Triumph, today, the 3rd instant, at 5.00 P.M. For Bangkolt .- Per Taichow, to-day, the 3rd at instant, at 5.00 P.M. For Kobe .- Per Australian, to-day, the 3rd instant, at 5.00 P.M.

For Swatow.-Per Shuntung, to-tay. the 8rd inst., at 5,00 P.M. For Wuchow .- Per Wingtong on Monday, the 5th instant, at 5.00 P.M. For Singapore, Colombo and Bombay. Per Identify Main, on Tuesday, the our in there, 11.30 A.M.

For Shanghai, Moji, Kobe, Yokobama, Victoria, B.C. and, Tacoma, Wash, -Fer Olympia, on Tuesday, the 6th instant, at 11.60 x.M. For Samarang and Soursbaya. Per Sleantung, on Thursday, the 8th just., at 11,50 A.M. For Sandakan and Kudat -- Per Leacation, on Thursday, the 8th instant, at 230 P.M.

MAILS BY THE UNITED STATES PACKET. The United States Mail Packet, Belgic will be despatched on TUESDAY, the 6th instant. with mails for Amoy, Shanghai, Japan, Sun Francisco, the United States, Canada, honolula, Peru, &c., which will be closed as follows:-10 A.M. Registry ceases.
11 A.M. Post Office closes, but Correspondence

may be posted on board the Packet with Lute Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE FRENCH PACKET. The French Contract Packet Caledon on will be despatched on WEDNESDAY, the 7th instinst, with Mails to the United Kingdom Europe, and places beyond, via Marseides. to Saigon, Straits Settlements, Batavia, Lurmah, Coylon, Madras, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar. 3.00 A.M .- Posting of Prices Current and Cir-

10.30 A.M. - Posting of newspapers, books, air patterns ceusus. 11.00 A.M. - Mail closes.

MAILS BY THE UNITED STATES PACKET The United States Mail Packet Feru

will be despatched on THUKSDAY, the 15th instant, with Mails for Shanghai. Jazan and San Francisco, the United States, Carada. Honolulu Pera - &c. which will be closed us. 10.00 A.M. Registry ceases." 11.00 A.M. Post Office closes, but Correspondence, may be posted on board the Packet with Late Fee of 10 cents extra Postage

until the time of departure. MITSUI BISSAN KAISHA No. 8, QUEEN'S ROAD, CENTRAL. Head Office :- Tokio.

Branch Offices -- LONDON, NEW YORK, BOM-BAY, SINGAPORE, SHANGHAL, TIKN-TSIN, NEWCHWARE, and all Pertrin JAPA'S. AGENCIES :--Milko Coal Mines. Ohnoura Coal Mines. Kanada Coal Minos. The Milko Cotton Spinning Mill I d. Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited. Imperial Government Paper Mills, Cotton Cleaning and Working Co., Shanghai. Onoda Cement Company, Japan. Kanogafuchi Cotton Spinning Mill

Tokyo Cotton Spinning Mill, Japan. Hayashi Clock Factory. Hongkong 12th December, 1896.

JOT RESPONSIBLE FOR DEBIS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any of the following Vessels during their stay in Hongkong Harbour --AUSTRALIAN, Brit. str., P. T. Helms-Gibb, Livingston & Co.

Broston Hill, Brit. 4m. ship, R. C. Tait-Standard Oil Co. BRUNEL Brit bk, Martin Frampton-Stondard Oil Co... CHITTAGONG, Brit. str., C.R. Corfield-Shewan, Tomes & Co.

CLAN MACKENZIE, British ship, Iddes-Arnhold, Karberg & Co. LYEEMOON, Ger. str., G: Henormann-Siemssen

CITY OF PEKING (via Shanghai, Nagasaki, Tuesday, Aug. 24, Kobe, Inland Sea, Yo-kohama, & Honolulu)	FOR STRAMERS TO SAIL ON REMARKS.	1
THE U.S. Mail Steamship "PERU" will be despatched for SAN FRAN- CISCO. VIA SHANGHAL, NAGASAKI,	LONDON	200
Steamers of this line pass through the IN-	SHANGHAI	
LAND SEA OF JAPAN, and call at HUNU- LULU, and passengers are allowed to break their journey at any point cu route.	1170 Table 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be ob-	LONDON	

For Parther Particulars, apply to R. A. RITCHIE, Superintendent. Hongkong, 3rd Juyl, 1897. VESSELS ON THE BERTH COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAL, KOBE, AND

YOKOHAMA:

EBNEST SIMONS!

Captain de Manbenge, with he despatched for

For Freight or Passage, apply to G. DE CHAMPEAUX

NIPPON YOSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(UNDER MAIL CONFRACT).

FOR SINGAPORE. COLOMBO AND

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

COLOMBO, PONDICHERY, MADRAS,

EGYPT, MARSEILLES, MEDITER.

LONDON: HAVRE. BORDEAUX,

ON WEDNESDAY, the 7th July at Noon, the Corpary's Steamship CALEDONIEN, Captain L. Blanc, with Mails, Passengers, Specie, and Corpo, will leave this Port for MARSEILLES via ports of call,

Cargo and Specie will be registered for Lon-don as well as for Marseilles, and accepted in

transit through Marseilles for the principa

Cargo will be received on board until 4 P.M.

July. (Parcels are not to be sent on board

they must be left at the Agency's Office.

For further Particulars, apply at the Com

G. DE CYAMPEAUX,

Contents and Valu- of Packages are required.

Shipping Orders will be grunted till Noon

PORTSOF BRAZIL AND RIVERPLATE

PORTS.

WITHOUT TRANSHIPMENT.

Hongkong, 25th June, 1897

places of Europe.

pany's Office.

CALCUTTA, DJIBOUTI

RANDAN AND BLACK SEA

HIPPON YOU'N KAISHA.

STRAM FOR BATAVIA

Hongkong 29th June, 1897.

THE Company's Steamship.

on TUESDAY, the 6th July, at Noon.

For Freight or Pessage, apply to

Hougkong, 30th June, 1897.

CANADIAN PACIFIC BAILWAY on payment of \$24 in addition to the regular tariff rate. Parsongers holding orders for OVER-LALD CITIES in the United States have. between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNIOS PACIFIO, DENVER AND RIO GRANDE and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had

tained on application.

Passengers holding through URDERS TO

EUROPE have the choice of Overland Rail

routes from San Francisco, including the

SOUTHERN PACIFIC, CENTEAL PACIFIC.

UNION PACIFIC, DENVER AND RIC GRANDE,

and NORTHERN PACIFIC RAILWAYS; also the

CONSIGNEES per Company's Steamer

"TANTALUS"

are hereby notified that the Cargo is being dis-

charged into Craft, and/or landed at the Go-

downs of the Undersigned; in both cases it will

Lie at Consigness' risk. The rgo will be

ready for delivery from Craft . Godown on

Goods undelivered after the 10th inst. wil

be subject to rent. All damaged Goods must

be left in the Godowns, where they will be

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "SACHSEN."

FRIHE above-named steamer having arrived

Consignees of cargo are hereby informed

that their Gools, with the exception of Opinon,

Treasure, and Valuables, are being landed and

stored at their risk into the Golowns of the

Hongkong and Kowloon Wharf and Godown

Company, Limited, Kowloon, whence delivery

Optional sarge will go on to Shanghai unless

No. Claims will be almitted after the Goods

All broken, chafed, and danieged Goods are

have left the Golowas and all Goods remaining

undelivered after the 7th inst. will be sub-

to be left in the Godowns, where they will be

examined on THURSDAY, the 8th inst. and

Bills of Lading will be countersigned by

VESSELS ON THE BERTH

INDO-OHINA, STEAM NAVIGATION

COMPANY LIMITED.

FOR MANELA (DIRECT).

Captain W. Waddilove, will be despatched as

above TO-DAY, the Srd frist, at I P.M., instead

This steamer has superior accommodation

For Freight or Passive, apply to JARDINE, MAPHESON & CO.

"GLEN" LINE OF STRAM PACKETS.

FOR SHANGHAL NAGASAKI AND

WLADIVOSTOUK.

"GLENTURRET"

Captain R. Webster, will be despatched as

above TO-DAY, the 3rd inst, at 4 P.M. in-

For Freight or Passage, apply to JARDINE, MATHEBON & CO.,

General Managera.

YUENSANG."

MELCHERS & CO.,

Agenta.

inst., or they will not be recognised.

Hongkong, 1st July, 1897.

HE Company's Steamship

of as previously advectised.

for First Class Passengers.

Hongkong, 2nd July, 1897.

THE Company's Steamship

stead of as previously advertised.

Hongkong, let July, 1897.

No Fire In errapes has been effected.

notice to the contrary be given before Noon.

BUTTERFIELD & SWIRE.

Accents.

examined at 11 A.M. on the 9th instant.

Hongkong, 1st July, 1897.

and after the 3rd inst.

may be obtained.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military. Diplomatio, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohams and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports MONDAY, the 12th inst., at 9.30 A.M. in Mexico, Central and South American All Claims must reach us before the 14th Company's and connecting Steamers. in Mexico, Central and South America, by the

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destimed to points beyond San Francisco in the United States should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco

For further information as to Passage and Freight apply to the Agency of the Company No. 7, Praya Contral.

J. S. VAN BUREN, Agent.

Hongkong, 30th June, 1897. NATAL LINE OF STRAMERS.

THE Undersigned GENERAL AGENTS. in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS. OF LADING for all the principal ports in South Arrica, in connection with Indo-CHINA STRAM NAVIGATION Co.'s fortuightly service hence to CALCUTTA Sailings from CALCUTTA for CAPE PORTS every fortnight. During the TEA SEASON the following DIRECT STEAMERS will load, commencing Specie and Percels ustal Il P.m. on the 6th at FOOCHOW. vis

PORGOLA 15th June and let Oct CONGRETA, 25th July and 6th Doc. For freight and forther particulars,

DODWELL CARLILL Co. General Agents for China and Japan. Hongkong, lat February, 1897.

VESSELS ON THE BERTH MOGUL WARRACK-MILBURN LINE FOR NEW YORK YIL SUEZ CANAL. 1.S. "ARGYLL" to sail about 3rd July, 189 S. "AFRIDI" , 18th July, 1897.

AS. "LENNOX" ,, 2nd Aug., 1897. For Freight or Passage, apply to DODWELL, CARLILL & CO., the above Ports on or about MONDAY, the Agents. Hongkong, 21st June, 1897.

AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY. UNDER MAIL CONTRACT WITH THE AUBTRIAN GOVERNMENT.) STEAM FOR SINGAPORE, PENANG COLOMBO, BOMBAY, KURRACHEE,

ADEN, MASSAWA, SUEZ, PORT SAID BRINDISI, VENICE, FIUME, AND TRIESTE. (Taking Cargo at through rates to CALCUTTA, MADEAR, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT. ADRIATIO PORTS, also to South African Ports.) . Captain R. Nanome, will be despatched as above FITHE Company's Steemship

"MARQUIS BACQUEHEM," Captain G. Wallusching, will be desputched as above on TUESDAY, the 6th July. Cargo will not be received on board after S N.B -CARGO CAN BE TAKEN ON THEOUGH P.M. prior to date of sailing. For further information as to Passage and Freight, apply to SANDER & CO.

- Agenta. Hongkong: 30th June, 1897. "SHIRE" LINE OF STEAMERS FOR NEW YORK VIA SUEZ CANAL THE Company's Steemship.

"CARMARTHENSHIRE." Captain Sincock, will be despatched for the above port on or about the 12th inst. For Freight or Passage, apply to SHEWAN, TOMES & CO. Agenta. Hongkong, let July, 1897.

THE CHINA MUTUAL STEAM'NAVI-GATION COMPANY, LIMITED. FOR LONDON VIA STRAITS AND USUAL PORTS OF CALL Taking Cargo at through rates for GLASGOW,

LIVERPOOL CONTINUAL PORTS, RIVER PLATE, Do.) THE Company's Steamship "PAKLING" H. L. Allen, Commander, will be despatched as dove on or about the 18th July.

For Freight sto., apply to HOLLIDAY, WISE & CO., Hongkong, 25th June, 1897.

Oa 8th inst. at 3 P.M Batterfield & Swire ... Oa 18th inst., at Noon. P. & O. S. N. Co. .... On or about 8th inst. Jardine, Matheson & Co. To-day, at 4 P.M. Jacdine, Matheson & Co. To-day, at 3 P.M. Massagories Maritimis ... On or about 5th inst.

On 4th inst. at Noon.

TO HE DESPATORED.

On or about 8th 14th

On or about 22nd inst.

On 15th inst., at Noon.

On 5th inst, at 2 P.M.

On or about 18th inst.

On or about 10th inst.

On 20th igst, at 9 A.M.

(3a 22nd last, at Noon.

Oa 7th last, at Noon.

On 6th inst., at Noon.

Og 6th fart, at Noon.

Quick despatch.

On 15th inst., at Noon.

On 16th inst at 4 P.M.

Quor anant leth inst.

On or about 12th inst.

On or about 25th inst.

Oasth inst, at's P.M.

Oa 8th inst, at Noon.

To-day, at Noon.

To-morrow, at Daylight

On 31st inst. -

VOR BERIGHT APPLY TO

P. & O. S. N. U.

P. A. O. B. N. Co.

Melohara & Co.

Butterfield & Swire Holliday, Wise & Co.

Shewoo, Tomba & Uo ...

Nippou Yuson Kaisha

Miesagories Maritimes

Canadian Pacific R. Co.

Dodwell, Carlill & Co.

Showan, Tomes & Co.

Nippon Yason Kaisha

Dodwoll, Carlill & Co.

Dolwall, Carlill & Co.

Shewan, Tomas & Co.

Shawan, Tomas & Co. ...

Gibb, Livingston & Co ...

Butterfield & dwire ....

Siemssen & Co. ......

Sander & Co.

Carlowitz & Co. ....

Nippon Yuson Kaisha

O. & O. S. S. Co.

Arnhold, Harrison & Co. To-day

VESSELS ON THE BERTH. OCCIDENTAL AND ORIENTAL AMSHIP COMPANY. TARING CARGO AND PASSENGERS

P. & U. S. N. Co. ... Oa oe about 10th inst.

Jardine, Matheson & Co. To-day, at 3 P.M.

Douglas Lapraik & Co ... To-morrow, at Daylight.

TO JAPAN. THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU. PROPOSED SAILINGS FROM HONGEONG.

Nagasaki, Kobe, Intand Tursday, July Sen, Yokohama, and 6, 1897, at Noon.

Correc (via Shanghai.

Magasaki, Koha, Inland SATURDAY, July Sea, Yokohama, and 24, 1897, at Noon. Honolalu) GAELIC (via Shanghai, Noonsaki, Kobe, In SATURDAY, August land See, and Yoke ( 14, 1897, at NOON.

HIE Company's Steamship "BELGIC will be dispatched for SAN FRANCISCO tig BHANGHAL NAGASAKL KOBE INLAND BEA. YOROHAMA and HONO. LULU on TUESDAY, the 6th July, 1897, at

Steamers or this line pass shrough the IN-LAND SEA OF JAPAN and call at HONO. LULU and passengers are allowed to break their journey at any point en voute.

Through Passenger Tickets granted to England. France, and Germany by all trans Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and partioulars of the various Routes may be obtained. upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid call fare, re-embarking at San Francisco for China or Japan (or pice versa; within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PAROEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Frvn P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7. Praya Central."

J. S. VAN BUREN Agent. Hongkong, 18th June. 1897. NATAL LINE OF STEAMERS.

FOOCHOW AND HONGKONG TO SOUTH AFRICA (DIRECT). FOR NATAL, EAST LONDOS, ALGOA BAY, MOSSEL BAY, and CAPE TOWN. (Taking Cargo under through Bills of Lading

to DELLGOA BAT and BEREA.) THE Steamship "PONGOLA,"

Captain Cox, due here from Fonchow, will be despatched for the above ports on or about the For Freight or Passage, apply to DODWELL, CARLILL & CO.,

Hongkong, 8th June 1897. NORDDEUTSCHER LLOYD. NOTICE. STEAM FOR

SINGAPORE, COLUMBO, ADEN, SUEZ PORT SAID. NAPLES GENOA, ANTWERP. BREMEN, AND HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BAL-TIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS. THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGEES AND LOGGAGE.

HILLS OF LADING FOR THE LRINCIPAL PLACES IN RUSSIA. PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Bachuan Tuesday 20th July. Tuesday ... | 17th Aug. PRINE HEINEICH .. | Tuesday ... | 14th Sop. Panneyer | Toesday | 12th Oct Sacusta Tuesday 9th Nov. BAYERS Tuesday 7th Dec. PRINT HEINBICH .. Tuesday 4th Jan ON TUESDAY, the 20th day of July On 1897, at 9 are, the Company's Steamship "SACHBEN," Captain H. Support with MAILS, PASSENGERS, SPECIE, and

CARGO, will leave this Port as above CALLING at Narles and Garoa. Shipping Orders will be granted till Noon on SATURDAY, the 17th July, Cargo and Specie will be received on Board until 5 P.M. on Monday, the 19th July, and Parcels will be received at the Agency's Office until NOON, on MONDAY, the 19th July Contents of Packages are required. No Parcel Receipts will

he signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Dostor and a Stawardess. Linen can be washed on board. For farther Particulars, apply to MELCHERS & CO.

Agenta Hengkong, 29th June, 1897.

ARESER AND ESSESTA OCEAN STRAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. HD Company's Bleemahlp HEOTOR!

Captain Barr, will be despotched as shave of MONDAY, the oth inst. at 2 . M. For Freight or Basage, apply to BUTTERFEELD & SWIER,

Hongkong, 2nd July, 1897. EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE

(Calling at QUEENSLAND PORTS, and taking

ZEALAND, TABBASIA &C.)

through Cargo to ADELAIDE, NEW

HE Steamship

GUTHRIE! Captain Craig, will be despatched for the above Ports on MONDAY, the 5th inst. at 3 p.m. This well-known Steamer is specially fitted for Passongers, and has a Rofrigorating Chamber, which ensures the supply of Free! Provisions, Ico. &c., throughout the voyage.
This Steamer is installed throughout with

the Electric Light.

A duly qualified Surgeon is carried. N.B. Roturn Tickets issued by this Company to said from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGS FON & CO., Hongkong, 1st July, 1897.

NORTHERN PACIFIC STEAMSHIP AND BAILWAY COMPANIES. VIA INLAND SEA OF JAPAN. HE attention of passongers is directed to

the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and HASTERN CITIES of the United States and CANADA and to EUROPE. HONGKONG TO LONDON \$400. Excellent accommodation. First class Table.

DOCTOR and STEWARDESS carried. HONGKONG TO NEW YORK \$350. The Bailroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS The YELLOWSTONE NATIONAL PARK FORTS. Passangers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES. HONGKONG TO TACOMA \$225.

lates of Passage to other Points on application Special rates allowed to members of Government Services: "

PROPOSED SAILINGS PROM HONGKONG. (Subject to Alteration). OLYMPIA 2,608 | Tuesday July Pathan 2907 Tuesday July 2.519 Tuesday Aug. I TACOMA VICTORIA .... | 3,167 | Tuesday | Sept. OLYMPIA..... 2,608 Tuesday ... | Sept. 28 COLUMBIA ..... 2,605 | Tnesday ... | Oct. 19

THE Steamship "OLYMPIA Captain Truebridge, sailing at Noon on TUESDAY, the 6th July, will proceed VICTORIA, (S.C.), TACOMA (Wash.), via KOBE, and YOKOHAMA.

Through Bills of Lading issued to Pacific Const Points, and to Chuadian and United States Points. Consular Invoices of Goods for United States Points should be in quadenplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Rail

way, Tagoma, Wash. Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to For further information as to Passage of

DODWELL, CARLILL & CO. General Agents Hongkong, 7th June, 1897, CHINA NAVIGATION COMPANY, MATTED

FOR SAMARANG AND SOURABAYA HHE Company's Steamship "SHANTUNG." Captain Frampton, will be despatched as above on THURSDAY, the Stu inst., at NUON.

For Freight or Passage, apply to BUTTERFIELD & SWIRE. Acents. Hongkong, 2nd July, 1897.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY. STEAM FOR

STRAITS, CEYLON, AUSTRALIA. INDIA, ADEN, EGYPT. MEDITURRANEAN PORTS, PLYMOUTH, AND LONDON.

THEOUGH BRILLS OF LADING ISSUED, FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS. HE Steamship

RAVENNA. Captain C. T. Denny, B.N.B., carrying Her Majosty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 15th JULY, at Noon, taking Passengers and Cargo for the above Ports. This eteamer connects at Bombay with the S.S. "BRITANNIA" leaving that Port on the 6th August for London direct. Silk and Valgables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colorabo into a steamer pro-ceeding direct to Marseilles and London; other

cargo for London, &c. will be conveyed vir Parcels will be received ut this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to notes. the terms and conditions of the Company's Bills

For further Particulars, apply to H. A. BITCHIE. Superintendent

Hongkong, 3rd July, 1897. NIPPON YUSEN KAISHA... TRANS-PACIFIC LINE.

MONTHLY SERVICE. FOR SEATTLE, WASHINGTON, KOBE AND YOKOHAMA (Through Passenger Tickets and Bills of

Leding issued for the principal Cities in the UNITED STATES, CANADA, and EUROPE, in connection with the Great Northern Railway and Atlantic Steamore FIHE Company's Steamship "YAMAGUCHI MARU,"

Captain A. E. Moses, will be despatched as above on FRIDAY, the 16th July, at 4 P.M. Consular Invoices of Goods for the United States should be in QUADRUPLICATE, and one Copy must be insiled by the steamer to the care of the Freight Agent, Great Northern Railway, Beattle, Wash.

For Freight or Passage, apply to NIPPON YUSEN KAISHA. Hongkong. 20th June, 1897. NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE ... MONTHLY SERVICE

FOR MARSEILLES, LONDON AND ANTWERP, VIA BINGAPORE, COLOMBO, AND PORT BAID. THE Company's Steamship

\*HAKATA MARU," above on THURSDAY, the 22nd July, at This steamer is fitted with superior accommedation for First-class and Second-class

VESSELS ON THE OCEAN STEAMSHIP COMPANY. FOR SANDAKAN AND KUDAT.

THE Company's Steamship "DEUCALION." aptain Branch, will be despatched on THURS AY, the 8th inst. at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Hongkong, 2nd July, 1897 "SHIRE" LINE OF STEAMERS.

FOR HAVRE, LONDON AND HAMBURG. THE Company's Steamship "RADNORSHIRE,"

Captain F. Davies, will be despatched for the thove ports on or about the 10th inst. For Freight or Passago, apply to SHEWAN, TOMES & CO. Hongkong, 1st July, 1897.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship "FORTUNA,"

will be despatched as above on or about 25th
July to be followed by

The Steamshin

on or about 10th August.

For Freight apply to

SHEWAN, TOMES & CO., Hongkong, 2nd July, 1897

FOR SAN FRANCISCO. HE 100 A.I. British Bark "HEATHBANK," McKechnie, Minster, shortly expected, will load bere for the above port and will have quick

despatch For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 17th June, 1897. TO SHIPMASTERS

NOUTRE where your FRESH WATER is obtained by the Water Boats, as Four WATER is the rause of much Sickness on board We are the ONLY WATER BOAT COMPANY n HONGKONG EXCLUSIVELY supplying FILTERED WATER

CALL FLAG. W. J. W. KEW & CO. STELM WATER BOAT COMPANY. Hongkong, 9th October 1895 .

SIAM TEAK TIMBER. THE BORNEO COMPANY, LIMITED

BANGKOK. ORDERS can be Booked and Rates Supplied:
on Application to the Undersigned for :--TEAR SQUARES PLANES, SQLATINGS, AND. PLANED, TONGUED, AND GROOVED TEAK.

OARDS. TEAR SHINGLES. GIBB; LIVINGSTON & CO. Hongkong, 17th July, 1895 DOMBAY BURNAH THADING COR

PORATION, LIMITED. BANGKOK AND RANGOON. TEAK SQUARES, PLANES, BOARDS and CANTLINGS, PLANED, TONGUED, and Chooved BOARDS, FOR FLOOBING, CHILING, WALLING, to. TEAK SHINGLES FOR ROOMING. PINKADOE KAILWAY SINEPERS for all

Rates Supplied and Orders Booked by JARDINE, MATHESON & CO. Hongkong, 3rd May, 1895.

TO LET TO LET.

SUITE OF BOOMS (5) with Servants' Quarters, Kitchen, and Bath Rooms stizehed on SECOND FLOOR of No. 19, Queen's Road (above the Store of Messra KELLY & WALSH, LU.) Suitable for Offices or Residence.

KELLY & WALSH, LIMITED. Hongkong, 28th June, 1897. TO LET SIX ROOMED HOUSE, No. 20, Caine

Apply to PROCURATION DES MISSIONS ETHANGERES. Hongkong, 3rd May, 1897.

TO LET. NTO 2 " CASTLE TERRACE" HOUSES at HIGH STREET.

Apply to SPANISH PROCUEATION Hongkong, 1st May, 1897. TO LET.

GREEN MOUNT," CAME ROAD. Apply to GILMAN & CO.,

Hongkong, 27th May, 1897, TO LET. WELLING HOUSES-HOUSES in RIPOR TERRACE.

GODOWNS in BLUE BUILDINGS. HARFORD at MAGAZINE GAP No. 29, ELGIN STREET. FLOORS in STAURTON and ELEIN STREETS. THE HONGKONG LAND INVEST-MENT & AGENCY CO. LD.

Hongkong, 25th June, 1897. TO LET. MACOMER Hear the L. R. C. WESTBOURNE VILLA NORTH, BORHAM BOAD.

WESTWARD HO" (late Shirley) BONNAM-

ROAD LINSTEAD & DAVIS Hongkong, 2nd June, 1897. TO LET

RTO 6. PRAVA CENTRAL-FIRST and SECOND FLOURS No. 5. PRAYA CENTRAL-A Commodious OFFICE with GODOWN.

DAVID SASSOON, SONS & CO. Hongroug, 1st July, 1897, TO LET. ROOM at No. 4. Belilios Terrace.

GARCHITORENA. Hongkong, 29th June, 1897.

TO BE LET.

TOS I and 4 " WILD DELL BUILDINGS. Rent of each house \$15 a Month:

HUMPHREYS ESTATE & FINANCE CO, LIMITED Hongkong Sed July 1897. TO LET.

AVENSHILL, West, and ERNS. FOOT. Immediate possession. Apply to VICTOR H. DEACON. Captain B. Nisison, will be despatched as Hongkong 28th April, 1897. [599

TORIVATE BOARD AND RESIDENCE Mrs. GILLANDERS GIENEALY BUILDINGS: Hongkong Oth January, 1896.

Possengors and is lighted by Electricity throughout Aduly qualified Doctor is carried.

For Freight or Passegs, apply to NIPPON YUSEN KAISHA. Printed and Published by D. WARRES SMITH, at 29 Wyndham Street, Victoria, Hongkongs Houghoug, 26th June, 1897.